AFRICAN EXPLORATION

Expeditions Now in the Dark Continent.

NEWS FROM THE EXPLORERS.

German, Belgian, French, Italian, English, Portuguese, Spanish.

STANLEY AGAIN ON THE CONGO.

WIESHADEN, Nov. 12, 1879.

Since the last summary of African explorations in the HERALD of July 15 all the expeditions at present engaged in exploring the still unknown parts of Africa have accomplished much work. The German expedition under Gerhard Rohifs has, however, ed and will probably have to be abandoned This well equipped expedition, sent out by the African Society at Berlin to cross the Sahara to Wadai and go on to the Congo, left Tripolis in December at the casis of Jalo in April. Here further progress was checked by the hostility of the fanatical native Ever since the last Russo-Turkish war perfect anarchy prevails in the province of Tripolis, where the Mohammedan brotherhood of the Snussi reigns supreme through terrorism. Their chief, Sidi el Madhi, issued orders to allow no Christians to go on to the southern casis of Kufarah, and though many natives are well acquainted with the road Rohlfs offered 1,000 Maria Theresia dollars for a guide in vain. Two attempts were made by the fanatics to stone him, and many of his servants deserted through fear. After six weeks delay Rohlfs, with his companion, Dr. Stecker, returned to the port of Bengazi on the Mediterranean, where, through the powerful influence of the German Ambassador at Constantinople, they succeeded in obtaining from Ali Kemali, the new vali (governor) of the Cyrenaika, an escort of thirty Arabs of the Sulyah tribe, who, for the price of 1,500 Maria Theresia dollars, agreed to accompany the expedition through Kutarah to Abeshr, the capital of Wadai. On July 4 they left Bengazi and passed through Jalo for the second time, the baggage being carried by twenty-two camels. July 20 the expedition reached the casis of Batiral, twenty-eight kilometers south of Jalo, and after four days' rest, went on to the great Kufarah group of oases, which has never before been visited by Europeans. They crossed the intervening tract of sand hills in ten days and reached the northernmost casts, Siren, and arrived at Istat, the capital of Kebabo, the southern group, in the middle of August. Rohlfs succeeded in thoroughly exploring the entire Kufarah pasis, but when about to continue the march south the expedition was set upon by the hostile natives and robbed of all baggage and possessions, the escort offering no pastection, so that Roblfs and Steeker were barely able to find their way back to Bengaxi, where they remain at present. Though they expec an indemnity from the Turkish provincial govern ment for their losses there seems but little doubt that Rohlfs will abandon the expedition, as he has already once before sent in his resignation. The

The three Belgian expeditions of the Internationa, African Association at Brussels have meanwhile succeeded in making better progress. The first expediwhich left Bagamoyo on the Zanzibar coast in July last year, after passing the entire rainy season at Tabora. the Arab capital of Unyanyembe, has now gone on to Lake Tanganyika. Dr. Dutrieux, however, returns to Zanzibar on account of differences with the leader. Expedition No. 2, under Captain Popelin and Dr. Van Henwel, who started from Brussels in April last, was organized at Zanzibar by Henry M Stanley and left for Bagamoyo June 28. Twelve days later it started for the interior by Stanley's old road. While crossing the Mukata the leaders suffered much from fever, but after reaching Mpwapwa August 10 they rapidly recovered. The third expedition left Dar-es-Salaam on the coast July 2, accompanied by the four elephants presented to the expedition by the King of Belgium. These animals were brought by steamer from Bombay to Zanzibar and landed June 1 in the Massani carriers, each elephant carrying 4,000 pounds of goods. Great fear was entertained that they might succumb to the bite of the dreaded "tae-tse" fly, which kills all other animals of burden, but they sect, and though well bitten have shown no bad results therefrom, thus proving the experiment of employing them in the service of African exploration a great success. They crossed mountains, streams, swamps and gulches with ease, but their native Indian mahouts suffered severely from fever.

This expedition arrived a few days after the second

party at Mpwapwa, where both combined, and on Sentember 2 continued their march west. At Ujiji on the Tanganyika all three Belgian expeditions will effect a junction. No later news has arrived from

exploration of Kufarah will, therefore, be the only

THE THREE BELGIAN EXPEDITIONS.

result of this costly expedition.

effect a junction. No later news has arrived from the

PRENCH AND ENGLISH MISSIONS ON THE LAKE.

The French expedition, under Abbé Debaize, reached Ujiji on April 2 last, 250 days from the coast, and intended to go on through Manyuema to Nyangwe, on the Lualaba-Congo. The English expedition, under Keith Johnstone, has not disbanded in consequence of the said death of its leader, which occurred June 28, after twenty days' illness, of dysentery, at Berobero, in Kutuland, 150 miles southwest from Dar-es-Salaam, from where the expedition started May 14. Mr. Thomson, the geologist of the expedition, has taken command, and gone on through Unerge to Lake Nyassa, where he is probably busy at presont exploring the north end. From there he intends crossing the unknown regions to Ujiji and Unyanyembe to the east coast. Keith Johnstone, before starting from Zanzibar on his ill-fated journey, made a short trip into Usambara. He did not reach the capital, Tuga, but plainly saw the town from the Handei hills, and by his estimate places it hearly twenty-five miles northwest fated journey, made a short trip into Usembara. He did not reach the capital, Tuga, but plainly saw the town from the Handei hills, and by his estimate places it hearly twenty-five miles northwest of the position assigned to it by Burton and Speke twenty years ago. The missions in the lake regions have not progressed very favorably thus far. The Church Missionary Society's station, under Rev. Mr. Wilson, at Rubaga, King Miesa's capital, on the morth shore of Victoria Nyanza, was reinforced early in the year by three additional missionaries, who went up the Kile to Uganda. King Mtesa treated the mission well, and owing to their representations even abolished slavery in all his dominions. Recent advices state, however, that he has turned unfriendly and suspicuous on account of the near approach of the Egyptian advanced posts to his frontler, which he attributes to the mission's complicity. Still he has allowed two of the members to go with some of his messengers to Colonel Gordon to protest against his advance. Mr. Felkins reached the Egyptian post Patiko in May last, while Mr. Wilson was still on Uganda territory June 26, accompanied by four chiefs. Two other members have been permitted to go to the south shore of the lake to send up some stores, which arrived there from Zanzibar, and the remaining three missionaries still remain at Mtesa's court under surveillance. After the death of Rev. Mr. Thomson, the head of the Tanganylks mission, at Ujil, in October last, the London Missionary Society sent out Dr. Mullens, its former secretary, to reorganize the mission. He reached Mpwapwa, on the road to the lake, and there sunddenly died July 10 of peritonitis. His companion, Rev. Mr. Dodgshun, went on to Ujil, but seven days after his arrival there he also tell a victim to the murderous climate. Since then the society has received no news from the surviving members of the station, Rev. Mr. Hutley and Mr. Hore, the haturalist, and has therefore asked Dr. Laws, the Catholic mission, under Father Livinhae, arrived at Kad

tionality.

The Italian expedition to Southern Abyssinia, under Captain Martini, sailed from Loghorn in March last, and arrived at the port of Fella, on the Hed Sea. Here they were unable to procure means of transportation, owing to the Emir's hostility, so that Captain Martini was forced to abandon his projected expedition to Shoa and Central Africa, and returned to Civita Vecchia by the steamer Rapide on August 3. The Marquis Antinori has meanwhile pushed on far to the southwest, beyond Kaffa, but nothing positive is known as to his whereabouts, and rumors of his death have again come in. The Por-

tuguese on the west coast have also failed to accomplish much. The expedition under Lieutenants Ivens and Capello were on the banks of the Laculla, a tributary of the Quanza, in April last, and explored the Cubango region, following down this river from its source to the eighth degree of latitude. On July 24 they arrived at Dugue de Braganza, a military post on the Upper Luculla, destitute of means for proceeding further. The government has since forwarded fresh supplies, and by the latest accounts the explorers were at Golunge Alto, in the province of Angola, on their way back to Loanda, on the coast, where they are expected to arrive in December. Major Serpa Finto, the leader of the Portuguese expedition, which crossed Africa from west to east in 300 days, is at present very ill at Brussels, where he represented his government at the International African Conference. The publication of his book will therefore probably be delayed. Its title will be "The King's Riffe; from the atlantic to the Indian Ocean, Through Unknown Countries, and the Discovery of the Great Zambesi Tributaries." It is to be published simultaneously in English, French, German and Tortuguese, and will contain many engravings and affect maps. A new Portuguese expedition has just left Lisbon for the cast coast. Licutenant Pavia de Andrada, with a staff of several engineers and a physician, has been sent by his government to Mozambique to make new surveys of the Zambesi River and establish trading stations on the old sites of Tete and Zumbo, on that river, and the westernmost posts of the Portuguese, but which have been abandoned for years. For this purpose the expedition which the Geographical Society of Madrid sends out under the leadership of Señor Albergues will be the first one of that nationality taking part in African exploration. The expedition will, on its way to Central Africa, take along presents from King Alfonso for the kings of Abyssinia and Shoa, through whose dominions it intends to pass. The Prince hereditary of Monaco will be

made extensive explorations in the White Mile countries, is at present in Berlin, making preparations for a great expedition by way of Egypt to the Soudan and the Monbuttn country, where he intends to continue Dr. Schweinfürth's researches among the Niamniam cannibals and the Acka dwarfs, and if possible cross the Welle River. Dr. Oscar Lenz, the explorer or the Ogowal, has again been sent out by the African Society at Berlin, to explore the unknown parts of Morocco, there to become acquainted with Mohammedan manners and language and then go on to the Soudan. He left Vienna last month for Tangiers. The French traveller, Soluillet, who recently failed in his attempt to reach Timbuctoo, will be sent out by his government to explore the Sahara between the fitteenth and twenty-fitth degrees of north latitude, in connection with the grand project for connecting the French colonies at the Senegal with Algiers by an overland railroad. Dr. Emil Holub, who has just returned to Europe from seven years' explorations in South Africa, which took him to the Victoria Falls of the Zambezi and beyond that river, intends to form a new international expedition with twelve members of various nations for further explorations in Central Africa. The Germans on the west coast have accomplished some valuable work. Engineer Otto Schüttle has returned to Berlin after a successful expedition, in the course of which he followed down the Cassai River, one of the Congo's great affluents, through unknown regions to the sixth degree of south latitude. He had penetrated within two days' march of the great cataracts when he was stopped by the native King Mai. The Cassai was then known by the Congo's old name, Zafre; the Sankorra Lake was said to be near the fifth degree. The natives call it Mucarubs and springer of the Europe from the forman from the Congo. Donald Mackenzie has succeeded at last in establishing his trading station near Cap Juby. He settled eighteen men in the wooden houses brought from England and set up near Port Victoria, and

the Mediterranean, he strived at Sierra Leone, on the West coast, July 24. Here the expedition was detained by the British officials, who suspected the Albion of being a slaveship till Mr. Stanley, who had taken the name of Swinburne, made himself known. He proceeded August 1, and by the last accounts had landed his expedition on Banana Point, at the mouth of the Congo. Here he was joined by the steamship Barga, Captain Mytenawe, from Antwerp, which brought out a full cargo of goods for the expedition, in the name of the Brussels International Association, and besides, a small river steamer, with two cabins, for thirty persons; three small steam launches, without decks, and three large lighters of fifty tons each. None of these vessels draw more than fifteen inches. As Mr. Stanley has himself brought along another steam launch and a large cutter he has a considerable fleet at his disposal, with which, as soon as he has passed the lower series of sixty-two falls, he can ascend the Congo and its affluents, even to the very heart of Africa. He has now fifteen Europeans and several hundred natives under his orders. He acts as agent of the International Association, under the presidency of the King of Belgium, and his orders are to open and keep open all such regions and countries as he may explore for the benefit of the commercial world. No violence is to be used, and wherever rejected by hostile savages the expedition must withdraw to seek another field. All the boats are to be protected with pierced iron plates against arrows, spears and even bullets. The expedition has abundant means and will pay for all demands rather than violentiy oppose them. The three steam launches are to serve as advance pickets and explorers, while the steamer will tow the barges containing the supplies and goods. All the Europeans are engaged for three years, and there are among them carpenters, smiths, salimakers, &c. Never before has so grand an undertaking been strompted in the entire history of African exploration. The African islan

THE COMTE DE SEMELLE'S VISIT TO BOUSSA-HOW MUNGO PARK CAME TO HIS DEATH. The Paris Figuro is engaged in publishing the "Travels in Equatorial Africa," by Comte de Sémeilé. The Count appears to have ascended the Niger in spite of the rapidity of its current and the rocks. which rendered navigation difficult even for a steamer. At Boussa, where these rapids commenced, and which is known to Englishmen as the spot where Mungo Park and his party were believed to have been massacred, the Count was assured that the English traveller did not meet his end as is genthe English traveller did not meet his end as is generally supposed. Ismail, the chief who commands at Boussa as a tributary of the Suitan of Bidda, told the following tale:—"The traveller, who started from Rio Nunez, rejoined the Niger at Sa, where he purchased some cances in which he intended to redescend the river to its mouth. Although wanting resources he exhibited great energy, and hoped to accomplish his voyage in safety. Like myself, he had been very well received along the Upper Niger, and he had reached Boussa with three cances. At Boussa, in spite of the advice given to him to change his cances, in consequence of the rapids, he obstinately determined to continue his course as he was, and the consequence was that his frail constructions were soon broken against the rock, and he and his men disappeared in the river." "And," adds the Count, "I can affirm that the best swimmer would be drowned if he tell into these rapids." Ismail was exceedingly indignant that his poople should have been accused of having assassinated Mungo Park. The Count's tale of how he was received by the Sultan Amrou at Bidda is highly interesting. The chapter is headed, "Mon ami le Sultan Amrou." The Sultan Amrou at Bidda is highly interesting. The chapter is headed, "Mon ami le Sultan Amrou." The Sultan a powerful man, lives in an immense palace resembling a fortress. He said to the Count:—"This is the first time that I see a man of your race. I have heard very different versions concerning your country. Thus, the English have always said in the interior that the French were their ancient slaves; but I have learned by an emissary from Algeria that the French people are as great and as powerful as the English people. This is why I have always been astonished not to see a Frenchman here." The Sultan then promised to give him letters and to aid him in every possible way to accomplish his mission.

ARCTIC EXPLORATION.

BANQUET TO PROFESSOR NORDENSEJOLD AT NAGASAKI-THE EXPLORER LEAVES FOR HONG KONG AND HOME.

A grand banquet was given to Professor Nordens-kjöld at the theatre on the evening of the 22d. Mr. Mangam, the United States Consul, presided as Doyen of the Consular Corps. Opposite to him was the famous explorer Mr. Olarovsky. The Russian Consu presided at one end of one of the long tables, and Dr. Salter, of the Government School of Nagasaki, preevening, gentlemen representing the ten different nationalities at the port. There were eighty-eight guests, and speeches were made in eight different languages. The room was profusely decorated with flags of all nations and a profusion of the beautiful evergreens and flowers of Japan. Admiral Patterson of the flagship Bichmond, kindly loaned the band for the occasion, and the affair was a great success. The speeches were delivered in Norwegian, Swedish German, Dutch, French, Japanese, Chinese and Eng

lish. The toasts and speeches were as follows:—

1. "The Crowned Heads and Presidents of all the Nationalities," by Mr. Mangum, United States Consul.

aul.

2. "Professor Nordenskjöld," to which the explorer replied in Swedish.

3. "Captain Polander and the Members of the Expedition," by Mr. Rocher, Acting Consul tor Sweden and Norway. Mr. Rocher spoke in German and Captain Polander, of the Vega, replied in English.

4. "The Promoters of the Expedition," by Mr. Flencker, Consul for Denmark. Mr. Flencker spoke in Norwegian.

5. "The Army and Navy of the Different Nationalities," by Dr. Salter. Captain Benham, the com-

4. "The Promoters of the Expedition," by Mr. Flencker, Consul for Denmark. Mr. Flencker spoke in Norwegian.

5. "The Army and Navy of the Different Nationalities," by Dr. Salter. Captain Benham, the commander of the Richmond, replied.

6. "Professor Nordenskjöld," by Mr. Won Ven-King. Mr. Won-Ven-King spoke in Chinese, and his speech was translated into English by Mr. Leong, the interpreter of the Chinese Consulate at Nagasaki.

7. "Professor Nordenskjöld," by Mr. Segar. late Secretary of the Japanese Legation at St. Petersburg.

8. "Previous Expeditions to the Arctic Regions," by Dr. Fock, of the Imperial Japanese Hospital at Nagasaki. Dr. Fock spoke in Dutch.

9. "The Geographical Societies of the World," by Mr. Olarovsky, Russian Consul. Mr. Olarovsky spoke in French, although he is at home in many tongues.

Mr. Olarovsky proposed the health of Captain Aldrich, of the Sylvia, Her Britannic Majesty's gunboat stationed at Nagasaki. Captain Aldrich was lieutenant of the Discovery, the companion ship of the Alert, of the Nares expedition, and has the credit of having gone nearer the Arctic circle than any other navigator. Mr. Olarovsky's speech was in English, and Captain Aldrich's reply was brief, but excellent.

Lieutenant Commander Clark, of the Richmond, proposed the heath of Lieutenant De Long, of the Jeannette, formerly the Pandera, and alluded pthily to the gallant commander, the Officers and the glory that he hoped would yet surround that effort to reach the North Pole.

The invitations in front of each guest's plate were etched in water colors, with appropriate views of Arctic scenery, the work of a Japanese artist, from designs furnished by the committee. The drop cartism represented the ever glowing Fugiama, the glory of Japan, and a view of the ever beautiful Setouchi, the inland sea of Japan. I do not think that New York, London, Paris, Berlin or Vienna could have exceeded the taste displayed in the whole affair. The assemblage was polyglottal, and this gave a picturesqueness to the scene.

Professo

DEATH OF A YOUNG EXPLORER

LIEUTENANT BEYNEN, OF THE DUTCH NAVY. WILLED WHILE CRUISING IN BORNEO WATERS. To the Editor of the Herald:—
I read in the Amsterdam Handelsblad of November

20 that, according to telegraphic information re-ceived by the Minister of the Navy, at The Hague, Mr. L. R. Koolemans Beynen, the young lieutenant in the Dutch navy who had already established a great reputation by his exertions to forward the cause of Arctic explorations, in which your paper has always evinced such a considerable and leadin interest, was "killed by accident" (unknown yet of what nature) on board of Her Majesty's steamer Macassar, then on a cruise in the Bornes waters. Mr. Beynen's first voyages to the Arctics were on board of the Pandors, under the command of Sir Allen Young, which competent judge always speaks of him in the most laudatory way. On his return to Holland it became his cherished object to have again the Dutch flag float in to it, and, chiefly by his personal enthusiastic representations, backed by a few other champions for the Arctic cause, he carried his countrymen to his point, and on his initiative the Willem Barents was built and a truly national expedition to the Polar Sea got up. The results of the two expeditions which this vessel made, under the command of you. On her first trip, in 1878, Mr. Beynen was one of the officers, and he would have been but too glad to join the second had not he been transferred to the Dutch East India squadron. been transferred to the Dutch East India squadron. This country loses in him one of its most plucky sons, endowed with great talents and a large portion of the fea sacré which is only able of achieving great things (his age was not over twenty-six years, if I am right), in which it prided itself, and whose remembrance will be engraved with big letters in the annals of the Dutch navy, of which he was so gallant a representative, as well as in the hearts of his fellow citizens, who deplore his loss with unmixed grief. mixed grief.

Prompted by the belief that this information may be of interest to you and your readers, I am, Mr. Editor, respectfully yours,

W. C. VAN LENNEP.

PILOT BOATS AND DUMPING SCOWS.

PIVE MORE WRITS OF PROSIDITION SERVED ON THE PILOT COMMISSIONERS—THE REPUSE OF

THE STREETS.

The Board of Commissioners of Pilots met vester day, with President Ambrose Snow in the chair. Before the organization of the meeting the Commis-sioners were served with writs of prohibition in the cases of the five pilots of the steam pilot boat Her-cules, whose names were mentioned in last Wednes-day's HERALD, and who had been summoned to sppear before the Board to answer charges of violation of the pilotage laws. The writs, which were similar to that obtained by pilot George H. Sisco, were issued by Judge Lawrence, of the Supreme Court, and were set down for a hearing on the third Monday of the present month. In consequence of this action of the Court the Commissioners adjourned the cases for one week. An answer to the writs which was prepared by Mr. William Ailen Butler, counsel to the Board, was read and approved by the Commissioners, who directed the president and secretary to execute, verify and sign the same in the manner previded by law, to the end that it may be presented to the Court upon the return day of these writs. The points of the answer were refused because the counsel intend to make a motion before Judge Brady, in the Supreme Court, to-day, asking that the writs be vacated, on the ground that writs of certiorari were the only proper remedy for the accused pilota, and in case they are defeated the Commissioners do not wish the opposing counsel to know the points.

A letter was read from Raiph Noble, a pilot on board the Hercules, in which he stated that Joseph R. Noble (his son), an apprentice and boatkeeper on the pilot boat Widgeon, No. 10, is now an apprentice and boatkeeper on board the steam pilot boat Hercules, No. 10, which board, the writer claimed, was substituted, with the consent of the Commissioners, in place of the Widgeon. The latter deny that they authorized any such substitution, and instructed Secretary Nash to return the letter to Pilot Noble, and to inform him that it was not in accordance with facts.

Captain Samuel Harding, who was directed to inspect the new pilot boat Columbia, reported that the vessel was 75 feet on keel, 82 feet on water line, 87 feet long over all, 21 feet breadth of beam, 8 feet 9 inches depth of hold, 90 tons government measure and 160 tons burden. He claimed that when completely fitted she would be in all respects a first class pilot schooner. The Board accided to accept the Columbia as a pilot boat, and assigned her to No. 8.

Inspector Conway reported that the garbage scows in the employ of the Police Commissioners were dumping their contents a Judge Lawrence, of the Supreme Court, and were set down for a hearing on the third Monday of the

ECCENTRIC ERIE.

Mr. Vanderbilt Denies Having Anything To Do With It.

MR. KEENE DOES THE SAME.

More About the Great Sale of New York Central.

What ails Erie? The question has grown as familiar lately to the ears of Wall street men as the daily market quotations. What is still more re-markable is that nobody has yet been found to answer the question. Through all the days of stock excitement Erie has proved the most capricious of investments. To quote the language of Mr. Frank Work, which recently appeared in the HERALD:-Erie is an enigma. As long as I have been in Wall street I don't understand it. There is evidently some strong hand behind it, but I can't tell whose it is." It has become a matter of custom to connect the name of Mr. Vanderbilt with each new vagary of the Erie stock. When before the election the price went up from twenty to forty dollars a share, Mr. Vanderbilt was said to be buying in hopes of geting control. When, also preceding the election, t fell back to thirty, Mr. Vanderbilt was said to have repudiated any intention of conrolling the road. Just about the time of election the stock advanced, and among the names of new directors were found four or five who were claimed to be Mr. Vanderbilt's men beyond peradventure. Then Mr. Vanderbilt made his great sale of Central stock, admitting the Wabash into a common in-terest, and everybody thought that Erie would go down. It did not. On the other hand it went up, and people said that Mr. Vanderbilt wanted to make a market for a stock that could no further be of use to him. Lastly, within four days, Erie has falle from forty-four to thirty-eight, and hardly a man in Wall street but will swear upon information and be-lief that Mr. Vanderbilt is either selling his stock or is breaking down the price in order to buy in. THE MAN OF MOTIVES.

bilt. A reporter of the HERALD went to him yesterday afternoon freighted with all the gossip obtain-able on 'Change. After a long wait in the offices of the Grand Central Depot, and after passing through the successive hands of several "middlemen," the reporter was ushered into Mr. Vanderbilt's office. The railway king was seated behind a pile of letters high enough to stagger the energy of ordinary men, but he glanced from them to the reporter and said pleasantly, "Well, sir, what do you want

"Erie," answered the reporter. "Don't know anything about it," said Mr. Vanderbilt, promptly. "Don't own any of it, and have no interest in it one way or another."

"But the street says you own some of it?" "I can't help what the street says. The newspot pers are full of stories about my connection with Erie, but I can't keep answering them, either." "There is a variety of rumors on the subject,

added the reporter.

or Baltimore or Philadelphia, and that, of course, would have been a bad thing for me, as it would for New York."

DISTINCTION AND DIFFERINCE.

"Then you had the opposition in view when you agreed to sell?"

"Why, these Western owners are all good men—wealthy, high standing men—not mere speculators. I thought it would be advantageous to the Central to have such people interested in its management. The Morgans made up a syndicate and then showed me the names. I don't believe so strong a syndicate was ever formed before, here or elsewhere. The Wabash people get \$5,500,000 worth of the stock. As I said before, I made no combination, but or course they won't be likely to do anything to injure a property in which they are interested."

Mr. Vanderbiit looked guilty of a little hair-spliiting in an earlier reference to this subject, but he continued:—"When a man is managing such a huge corporation as the New York Central he should be guided by what he deems best for the welfare of the company and not by his personal feelings entirely. You have no idea how ready the members of the syndicate were to take the stock. I had not intended under any circumstances to let go of more than 200,000 shares, but they insisted on my making it 250,000. Firms like Belmont & Co., and Morton, Bliss & Co. could not get as much as they wanted."

"Don't you think that you got a good price for it, Mr. Vanderbilt?"

"No, sir. The stock is worth \$150 a share to-day. I sold for \$120. You have got to offer an induce-

sell?"
"It won't be sold. These men have not got the stock to sell. They have to put up their money for it, but it is out of their hands so far as the selling goes. That was part of the stipulation."
"What will they do with it?"
"That is their business. But the understanding is that it will go to London. I should have sent some there myself if I had not sold it to them. Central was always held there before the war."
"How largely?"
"I don't know. A stock which pays eight per cent ought to be worth \$150 to them, with their low rates of interest."

ought to be worth \$150 to them, with their low rates of interest."

"If the members of the syndicate sell their stock in London, what becomes of their interest in the read that you spoke of?"

"They will be interested to the extent of stock they retain. I have no doubt they will hold a great deal of it as an investment. Italizoad stocks are going to increase in value, as I said before."

"But can you tell me is what way your connection with the Wabash should add to the value of Erie?"

"No, I cannot."

"It went up after the sale."

"I know it did."

The reporter thanked him for his interview and turned to go, but Mr. Vanderbitt called him back to say, "I want to be sure you understood correctly my reasons for selling Central."

The reporter replied, "Eccause you had more of it than was necessary and because you knew the Western railroads were seeking another outlet to the seaboard which would have been damaging to the interests of Central."

"And to the interests of New York," added Mr. Vanderbilt.

"It has also been rumored on the street that you

"And to the interests of New York," added Mr. Vanderbilt.

"It has also been rumored on the street that you were buying Lake Shore heavily."

"I have not bought any lately, but I own a good deal of it."

Another person who has been credited with standing behind the Erie boom is Mr. James B. Keene, lately chosen a director of the road. The reporter went to him and asked if the rumor was true.

"No, sir," said Mr. Keene. "I don't own a share of it."

of it."

"In any way?"

"In any way."

"But you are a director?"

"Yes, I own some of the bonds. I sold out all the stock I had when it first touched forty."

"How do you account for the fluctuations that have so excited the street?"

"I cannot account for them," was Mr. Keene's reply.

THE RAILROAD INVESTIGATION.

MR. STERNE BEGINS SUMMING UP IN BEHALF OF THE CHAMBER OF COMMERCE-GENERAL REVIEW OF THE EVIDENCE.

The Assembly Committee appointed to investigate the management of railroads in this State resumed Commerce building, corner of Cedar and William streets. After the witness (Welch) had been disosed of Mr. Sterne began the summing up in behalf of the Chamber of Commerce, which lasted all day, and will probably occupy the whole of to-day's ses-

Mr. John C. Welch, the oil statistician, again took the stand when the committee convened, and testified that the United Pipe Line had absorbed all the other pipe lines, and that this absorption gave the Standard Oil Company control of the crude petroleum business; the president of the United Pipe Line was a director of the Standard Oil Company; the interests of the two corporations were almost identical; the Standard Company adopted a policy of squeezing out and buying up other refineries, and thus securing a monopoly. Since 1867, he said, it had gained control of about seventy-five refineries, or from ninety to ninety-five per cent of the entire number in the country. After a lengthy cross-examination by Mr. Blanchard and Mr. Scudder the

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DROPPED DEAD AT HIS BENCH.

John H. Cunningham, a carpenter in the employ of the Union Manufacturing Company, at Paterson, N. J., dropped down dead at his work yesterday. N. J., dropped down dead at his work.
His assistant had left the room for a few minutes and upon his return found Mr. Cunningham lying and upon his return found still retaining hold. and upon his return found Mr. Cunningham lying dead on the floor, his right hand still retaining hold of a chisel he had been using just previous to death. Coroner Rutan was summoned, but deemed an inquest unnecessary, as Dr. Warner certified the cause of death to have been apoplexy. Deceased was sixty-six years of age and leaves a wife and seven children, all of the latter, with the exception of one, being married.

MARRIAGES AND DEATHS.

BIRTH. LINDNER.-Friday, November 28, Mrs. AL. LINDNER of a boy. Mother and son doing well. ENGAGED.

COUGHLAN—ROGERS,—J. A. COUGHLAN to JOSIE D.
ROGERS, New York. No cards.
MARKS—LEVY.—On Sunday, November 30, 1879.
FLORA LEVY to HENRY MARKS, of Poughkeepsie, N. Y.
No cards.
ROFHSCHILD—ROTHSCHILD.—JENNY ROTHSCHILD, of Chicago, to Leopold Rothschild, of this city. No cards.

SIMONSON—BRUNS.—On Monday, December 1, 1879, by Rev. J. McArthur, CHALES H. SIMONSON to IDA C. BRUNS, both of this city. No cards.

BRUNS, both of this city. No cards.

DIED.

ALLHUSEN.—In Brooklyn, on Monday, December 1, 1879, after a very short illness, Sophia Christing, beloved daughter of Diedrich and Catharine Allhusen, aged 3 years, 2 months and 7 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 25 Division st., near Myrtic av., on Thursday, December 4, at two P. M.

Berds.—Charles L. Berds, infant son of Jacob G. and Mary J. Bebus.

Funeral December 3, at ten o'clock, residence of his parents, 151 East 29th st.

Berge.—On Sunday, November 30, 1879, Jennie L.

Berge.—On Sunday, November 30, 1879, Jennie L.

Berge.—On Sunday, November 30, 1879, Jennie L.

Berge.—On December 3, at twelve o'clock M., to Greenwood Cametery.

Blakeman.—Annie M., only child of E. R. and Kate Blakeman, aged 22 months.

Funeral service three P. M. Thursday, parents' residence, 14 Osgood av., Clifton, S. I.

Bradley.—On Sunday, November 30, at his residence, 14 Osgood av., Clifton, S. I.

Bradley.—On Sunday, November 30, at his residence, Blissville, Long Island City, James Bradley, aged 43 years, native of Ballinascreen, county Derry, Ireland.

Relatives and friends of the family are respectfully invited to attend the funeral, from St. Baphali's Roman Catholic Church, Blissville, on Wednesday, Docember 3, at ten o'clock A. M.

Bren.—On Monday, December 1, Michael Bren., the beloved son of the late Timothy Breen, of Newcastle West, county Limerick, Ireland, aged 55 years.

Rolatives and friends are respectfully invited to attend the funeral, on Wednesday, 3d inst., rom his late residence, 323 East 66th st., at two P. M.

Bren.—On Monday, 1st inst., Marr, mother of O.

J., Thomas F. and John Byrnes.

Funeral will take place from her late residence, 14 Allen st., Wednesday, at 2 P. M.

Byrnes —Monday, 1st inst., Marr, mother of O.

J., Thomas F. and John Byrnes.

Funeral ville and John Byrnes.

Funeral ville and John Byrnes.

Funeral Tuesday afternoon, December 1, Marra M., wido